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October 27, 2006

State Traffic Commission
2800 Berlin Turnpike
P.O. Drawer 317546
Newington, CT 06131-7546

RE: Traffic Investigation Reports - STC No. 116-0508-01 and No. 116-0609-01

Dear Sir/Madam:

As attorney for Georgetown Land Development Company, LLC (GLDC) I certify that I have recorded the above referenced TIR's in both the Redding and the Wilton Land Records as instructed in your "Procedures for Filing Certificates and Traffic Investigation Reports on Land Records".

Recording information pertaining to STC No. 116-0508-01"

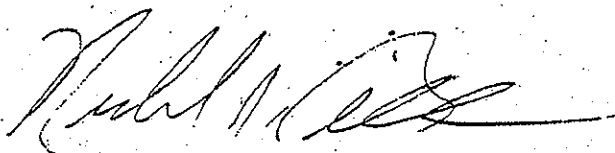
1. Recorded in the Redding, CT Land Records on 10/5/06 at 3:16 P.M. - Volume 336, Pages 395 through 412.
2. Recorded in the Wilton, CT Land Records on 10/12/06 at 9:13 A.M. - Volume 1902, Pages 28 through 45.

Recording information pertaining to STC No. 116-0609-01"

1. Recorded in the Redding, CT Land Records on 10/5/06 at 3:17 P.M. - Volume 336, Pages 413 through 415.
2. Recorded in the Wilton, CT Land Records on 10/12/06 at 9:14 A.M. - Volume 1902, Pages 46 through 48.

Copies of these certificates, with the recording information stamped thereon, are enclosed for your reference. Please let me know if there is another form of certification required or if you have any questions with respect to this matter.

Sincerely,



enclosures

cc: Stephen Soler, GLDC

Susan VanBenschoten, Fitzgerald & Halliday, Inc.

James Ford, Earth Tech

Report By: GMG Date: 7/06	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION	STC No.: 116-0508-01
Checked By: JPO Date: 7/06		Loc. No:
See Previous Traffic Investigation Report No:	Town of Redding	Approved by STC
Requested By: Susan VanBenschoten	Location: Gilbert and Bennett Wire Mill Mixed Use Development	Date: <u>AUG 15 2006</u>
How Requested: Certificate Application	Route 7 and Route 107	<i>Robben L. Cabelus</i>
Date: August 31, 2005	Certificate Not Issued	EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Georgetown Land Development Company for the Gilbert and Bennett Wire Mill Mixed-Use Development, a 342,076 square foot mixed use development consisting of 416 housing units, 20,000 square feet of restaurant, 95,981 square feet of retail, 67,584 square feet of office space, a 23,000 square foot (20 room) hotel, 84,011 square feet of civic space including a 62,500 square foot YMCA, a 20,000 square foot public safety building, (Redding Police Headquarters), a 199 seat theatre, 31,500 square feet of light industrial space, a railroad platform/station and 5 parking garages with a total of 1,842 parking spaces, located on North Main Street in the Towns of Redding and Wilton stating that the operation thereof will not imperil the safety of the public based on the following conditions.

The requirements refer to the attached plans prepared by the Project Team for Georgetown Land Development Company LLC entitled:

- A. "Overall Site Plan & Roadway Improvement Plan" Sheet No. C-12.0, dated November 29, 2005 revised August 9, 2006.
 - B. "Off-Site Traffic Operations Plan U.S. Route 7 at North Main Street" Sheet No. C-12.1, dated November 29, 2005 revised August 9, 2006.
 - C. "Off-Site Traffic Operations Plan U.S. Route 7 (Norwalk & Danbury Road) at Route 57/107 (School Street)" Sheet No. C-12.2, dated March 8, 2006, revised July 31, 2006.
 - D. "Off-Site Traffic Operations Plan Route 107 at North Main Street" Sheet No. C-12.3, dated March 8, 2006 revised August 9, 2006.
1. That the intersection of Route 7 at North Main Street be reconstructed in substantial conformance with the referenced plans.
 2. That the intersection of Sunset Pass Road and Route 7 be reconstructed to include a physical island to only permit right turns in and right turns out of Sunset Pass Road. Final design plans to be reviewed during the encroachment permit process.

I hereby Certify & Attest this

is a True Copy.

Robben L. Cabelus
Robben L. Cabelus
Executive Director

Date: 9/24/06

By:

Robben L. Cabelus
Division of Traffic Engineering
Bureau of Engineering and Highway Operations

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By:

*Robben L. Cabelus*Division of Traffic Engineering
Bureau of Engineering and Highway Operations

3. That a traffic signal be installed on Route 7 at North Main Street. Upon completion of the installation of the signal, the Department of Transportation will review the installation and upon acceptance, assume ownership and maintenance responsibilities. The Town of Wilton will pay for the electricity to operate the signal.
4. That wiring, conduit and hand holes be provided along North Main Street from the proposed traffic signal controller at Route 7 to the railroad right-of-way, for future force off detection should it be determined necessary as a result of safety measure number 8 in Docket No. 0606-R-50-R approved on August 7, 2006.
5. That an easement be secured for the State, at no cost, to place and maintain traffic signal appurtenances on private property at the intersection of Route 7 at North Main Street prior to the issuance of a certificate. Right of Way File No. 161-000-112.
6. That the three drives for the car dealership on the north side of North Main Street in Wilton be consolidated to one driveway as shown on the referenced plans.
7. That all safety measures and orders stipulated in Docket No. 0606-R-50-R (Final Decision) regarding the relocated railroad grade crossing on North Main Street be implemented. (See Attached)
8. That the applicant provide a ConnDOT railroad station and platform in accordance with the Department's Office of Rail's requirements.
9. That the parking garage at the railroad station provide 300 designated parking spaces for off-site motorists intending to use the railroad station and platform required by condition number 8.
10. That the Department of Transportation be reimbursed by the Georgetown Land Development Corporation for the cost incurred with the redesign, addendum and/or construction change order of the State Project No. 302-0007, CTC project, associated with the relocation of the railroad/highway at-grade crossing and the construction of the railroad platform station as stated in the Final Decision of the Rail Regulatory Hearing dated August 7, 2006, Docket No. 0606-R-50-R.
11. That the Georgetown Land Development Corporation enter into a railroad force account agreement with Metro North Commuter Railroad for all work necessary with Metro North Commuter Railroad as stated in Docket No. 0606-R-50-R prior to the issuance of an encroachment permit.
12. That the intersection of North Main Street and Portland Avenue be reconstructed in substantial conformance with the referenced plans.
13. That a stop sign and stop bar be provided on North Main Street at the intersection of Portland Avenue.
14. That the intersection of Route 107 at North Main Street/Portland Avenue be reconstructed in substantial conformance with the referenced plans.
15. That a traffic signal be installed on Route 107 at North Main Street/Portland Avenue. Upon completion of the installation of the signal, the Department of Transportation will review the installation and upon acceptance, assume ownership and maintenance responsibilities. The Town of Redding will pay for the electricity to operate the signal.

16. That the intersection of Route 107 and Route 57 (Weston Road) be reconstructed in substantial conformance with the referenced plans.
17. That a traffic signal be installed at the intersection of Route 107 and Route 57 (Weston Road). Upon completion of the installation of the signal, the Department of Transportation will review the installation and upon acceptance, assume ownership and maintenance responsibilities. The Town of Redding will pay for the electricity to operate the signal.
18. That the following traffic signals be coordinated using time base coordination (TBC).
 - Route 107 at Route 57 (Weston Road)
 - Route 107 at North Main Street/Portland Avenue
19. That the intersection of Route 7 at Route 57/107 (School Street) and Mountain Road be reconstructed in substantial conformance with the referenced plans.
20. That the traffic signal be revised at the intersection of Route 7 at Route 57/107 (School Street) and Mountain Road.
21. That approach grades of the driveways and town roads along Route 7, Route 107 and Route 57, affected by the roadway widening noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.
22. That the intersectional sight distances of the driveways and town roads along Route 7, Route 107 and Route 57, affected by the roadway widening noted in this report, meet Department of Transportation's standards for intersecting streets or not be diminished.
23. That signs and pavement markings on Route 7, Route 107, and Route 57 be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.
24. That the applicant install two extruded aluminum signs on breakaway supports indicating the route designations and the appropriate lane arrows for Route 7 and Route 57/107 on Route 7 southbound prior to the intersection of Route 107/57. Overhead span mounted signs to supplement these signs shall be installed at the intersections of Route 7 and the Georgetown Plaza and Route 7 at Routes 57/107. Sign details in accordance with the Department's Division of Traffic Engineering's requirements shall be addressed prior to the issuance of an encroachment permit.
25. That intersectional sight distances of the internal roadway network meet the town standards for intersecting streets or not be less than 280 feet measured from a point 15 feet back from the edge of road.
26. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

27. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of an encroachment permit for work within the highway right-of-way.
28. That Routes 7, 107 and 57 be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 3 Office.
29. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.
30. That all work on roadways that are owned and maintained by the Towns of Wilton and Redding be performed in conformance with the standards and specifications of the Towns.
31. That any cutting, removal or pruning of trees, shrubbery or vegetation situated partially or wholly within the limits of the State highway right-of-way be in accordance with Department of Transportation Regulations.
32. That all utility relocations in the State highway right-of-way be at no cost to the State and in accordance with "A Policy on the Accommodations of Utilities on Highway Rights-of-Way."
33. That fencing be installed along the development's frontage on Metro North railroad right of way in accordance with Metro North's fencing requirements.
34. That an encroachment permit be obtained from the Department of Transportation's District 3 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.
35. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of \$10,390,000 (\$4,390,000 for roadway and railroad crossing relocation; \$6,000,000 for railroad station and platform) to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.
36. That prior to the issuance of a Certificate, a copy of this report and Docket No. 0606-R-50-R be recorded on the municipal land records in the towns of Redding and Wilton in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.
37. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Ms. Susan VanBenschoten, the applicant's authorized representative, concurred with the above recommendations with the exception of condition number 35 on August 11, 2006. She was not in agreement with the preliminary engineering estimate for the bond amount required to cover the costs of satisfying the conditions of this report.

Chief Douglas Fuchs, the Legal Traffic Authority for the Town of Redding, concurred with the above recommendations with the exception of condition number 14 on August 11, 2006. This condition refers to the widening of Route 107 in the vicinity of North Main Street. Although the Chief is in agreement with the roadway lane layout, he would like to have a raised median on Route 107 if conditions change to allow for the additional roadway work.

Chief Edward Kulhawik, representative for the Legal Traffic Authority for the Town Wilton, concurred with the above recommendations on August 10, 2006.

W3344401

Report of Findings
Towns of Redding and Wilton
Route 7

559101524 PK-01982
P9:0000324

Gilbert and Bennett Wire Mixed Use Development
Traffic Investigation Report No. 116-0508-01

Site:

The proposed development will be located in the towns of Redding and Wilton on the site of the old Gilbert and Bennett Wire Factory in an area known as Georgetown, Connecticut. The site is bordered by Portland Avenue and North Main Street in the towns of Redding and Wilton. The development consists of mixed uses containing 416 housing units, 20,000 square feet of restaurant, 95,981 square feet of retail, 67,584 square feet of office space, a 23,000 square foot (20 room) hotel, 84,011 square feet of civic space including a 62,500 square foot YMCA, a 20,000 square foot public safety building, a 199 seat theatre, 31,500 square feet of light industrial space, a railroad platform/station and 5 parking garages. The development will have a total of 342,076 square feet with 416 housing units and 1,842 parking spaces.

Access to the site is provided off of Route 7 from North Main Street and off of Route 107 from North Main Street and Portland Avenue. Both North Main Street and Portland Avenue are owned and maintained by the municipalities. The internal roadway network will be privately owned and maintained.

Generated Site Traffic:

The submitted site generated traffic diagram is attached. The submitted volumes have been reviewed and approved by the Department's Bureau of Policy and Planning.

Accident Experience:

The site frontage is along municipal owned roads, North Main Street and Portland Avenue. The towns have indicated that no significant accident patterns have been noted along these streets in the vicinity of the proposed development.

Two accidents occurred on Route 7 at North Main Street. One was a southbound rear end accident and one was a northbound accident involving an animal. Five accidents occurred at the intersection of Route 7 at Sunset Pass Road. Three of these accidents were rear ends and the other two accidents involved animal hits. No significant accident pattern was found to exist.

Seven accidents occurred on Route 107 at North Main Street. Four were turn intersecting accidents, two were angle accidents and one was a rear end accident. The proposed traffic signal is expected to reduce the turn intersecting and angle type accidents.

Department of Transportation Projects in the Area:

State Project No. 302-0007, the CTC Signal System, includes a remote control of train movements and switches from Metro-North's Control Center in Grand Central Terminal, New York. The sidings at Norwalk, Wilton, Branchville, Bethel and Danbury will function as fully automatic control points (CP's). Signals at these sidings will be GO-NO-GO signals similar to those now in use on the New Haven Mainline. These signals indicate to a train to stop or proceed based on the onboard cab signal indications. The signals and switches are interlocked for positive control of train moves. The branch will be electrically segmented into approximately one mile long blocks which provide the cab signal indication based on conditions of the track ahead. Presently the design completion date is scheduled for October 2006.

Department of Transportation Review Comments:

Route 7 at North Main Street

Due to the relocation of the at grade crossing on North Main Street, the intersection of Route 7 at North Main Street will be signalized. The need for railroad pre-emption was evaluated. Based on the approved traffic volumes and the geometric modifications to include two egress lanes on North Main Street, a southbound Route 7 left turn lane and two northbound Route 7 lanes, it was determined that railroad pre-emption was not needed at this time. The Department's Rail Regulatory Unit requested that conduit be placed along North Main Street for possible future use if pre-emption becomes necessary in the future.

Although analysis of the projected volumes has indicated that the westbound approach of North Main Street at its intersection with Route 7 is not expected to queue back to the railroad crossing, there is a concern that queuing could be problematic if volumes in excess of those predicted result, once the facility is open. Therefore, the owner will perform a queuing study at the intersection of Route 7 and North Main Street six months after the opening of the development. If the study determines that queuing is a concern, the owner will be required to install a "force-off detector" for the westbound approach of North Main Street.

The relocated railroad crossing will have lights and gates. One set of lights and gates will be located on the property owned by the Town of Redding. Docket No. 0606-R-50-R requires that the Town of Redding deed this land to the State of Connecticut, at no cost, to place and maintain railroad vehicular gates at the southwest quadrant of the relocated railroad crossing, prior to the issuance of an encroachment permit. The Right of Way File Number for this property is 116-000-86.

In proximity to North Main Street a local road intersects Route 7 from the west, Sunset Pass Road. Another town road, Sugar Hollow Road, intersects Sunset Pass Road very close to the Route 7 and Sunset Pass Road intersection. The developer approached the town of Wilton and recommended turn restrictions into or out of these roads from Route 7, to better accommodate traffic movements at the signal being installed at North Main Street. The Town of Wilton has agreed to the limiting of access for Sunset Pass Road to rights in and rights out only. Although not shown on the referenced plans, the applicant will provide a raised island to physically prohibit lefts into and out of the intersection of Sunset Pass Road.

The Department has expressed concern regarding the traffic signal installation at this location in terms of available right-of-way for the traffic signal appurtenances on the west side of Route 7. The developer's engineers have indicated that right-of-way will not be a concern during the installation of the traffic control signal.

Route 7 at Route 107 / Route 57 at the Georgetown Plaza Drive

This intersection is at or over capacity during peak hours. The town of Wilton has expressed concern in the past regarding the Route 7 southbound left turns into West Church Street, the Georgetown Plaza, and Route 107/Route 57. It was suggested that the traffic signal at the Georgetown Plaza be relocated to West Church Street. This would provide for more left turn storage at the intersection of Route 107/57 and still provide access to the plaza. The owner of the plaza was contacted by the applicant's engineer and was not willing to

support this suggestion. The developer will be installing lane designation signing for Route 7 and Route 107/57. This should assist motorists in determining the proper lane for turning. Overhead signing for the lane designation on this approach was considered. However, appropriate locations for the overhead sign support could not be identified within the state highway right-of-way.

Two Route 7 northbound through lanes from Route 107 northerly to north of the North Main Street intersection would be beneficial from a capacity standpoint. However, the right-of-way south of North Main Street is a constraint. If the two lanes were constructed there would be significant impacts on the adjacent properties. The plans as approved under this report provide adequate storage at the intersections and have the appropriate tapers for the speeds.

Route 107 at North Main

This intersection is being signalized under the developer's proposal. The Town of Redding requested that a median be considered along this section of Route 107 with additional street lighting and textured crosswalks. The request was made for traffic calming purposes and pedestrian safety. The applicant's engineer explored the possibility of installing a median on Route 107. There is a repair garage located on the northeast corner of the intersection of Route 107 at North Main Street that would be negatively impacted by the roadway widening necessary to provide the median. It is the Division of Traffic's understanding that the Town is discussing the possibility of acquiring this property. If the property is acquired then the Town would like to negotiate with the Georgetown Land Development Corporation for the installation of the median. The textured crosswalks will be maintained by the Town of Redding.

The referenced plan indicates a painted double yellow centerline island on Route 107 north of North Main Street. This island would preclude access to and from the garage parcel. The painted island will be revised under the encroachment permit process.

Portland Avenue at North Main Street

This intersection was originally proposed to be signalized. The Department did not agree with signalization at this location due to the proximity of the proposed signalized intersection and Route 107 at North Main Street. The applicant agreed to realign North Main Street and Portland Avenue to eliminate the need for signalizing this intersection and to limit the impacts to the Veterinarian Building.

Train Station and Platform

The developer has proposed construction of a commuter train station and platform as part of the development. Construction of the station requires the relocation of the Metro North grade crossing at North Main Street, Crossing #500583U. The crossing will be relocated 579 feet north of its current location. The station and platform details are under design and will be evaluated in the future. The Department's Office of Rails will assist the developer on the layout of these structures.

State Project No. 302-0007

As a result of relocating the at-grade railroad crossing on North Main Street, the developer is responsible for the costs to modify State Project No. 302-0007, the railroad CTC Signal System. The state project was designed prior to the developer receiving approval to relocate the crossing. The developer's responsibility in terms of the construction costs will be time dependent. If the state project is still in the construction phase at the time of the redesign, the contractor may be able to modify his work by construction change order. However, if the state's contractor has completed his work, the developer will be responsible for all work (both the design and construction) needed to modify the CTC Signal System. If the developer relocates the crossing prior to the start of the Danbury CTC signal contract, then there will be some elements of the new crossing that will have to be modified to incorporate the crossing into the CTC system. The Office of Rail cannot determine these additional costs at this time, but they estimate them to be significant. The unknown cost of this scenario has not been included in the bond. If the developer plans to relocate the crossing as part of the CTC project, then most of the duplicate effort can be eliminated and therefore, reduce the costs.

Railroad Force Account

Docket No. 0606-R-50-R and condition number 11 of this report refer to a railroad force account. This force account is necessary to have money available for Metro North Commuter Railroad to assess the work being done on or in the vicinity of the railroad tracks.

Pedestrian Bridge

Pedestrian access is being provided to Old Mill Road by way of a pedestrian bridge. The bridge touches down on an easement controlled by the Town of Redding. The applicant's engineer has made the Town aware that public right of way will be necessary to build the bridge and provide a connection to Old Mill Road. The Town is actively working towards the acquisition of the necessary public right of way.

Conclusions:

The development is acceptable to the Department and the Towns of Redding and Wilton.

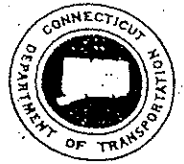


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone:

(860) 594-2875



DOCKET NO. 0606-R-50-R

RE: IN THE MATTER OF THE PETITION FROM THE TOWN OF REDDING
TO RELOCATE AND IMPROVE THE SAFETY OF A RAILROAD/HIGHWAY AT
GRADE CROSSING ON THE DANBURY BRANCH OF THE METRO-NORTH
COMUTER RAILROAD COMPANY ON NORTH MAIN STREET REDDING,
CONNECTICUT.

FINAL DECISION

August 7, 2006

I. INTRODUCTION

A. Petitioner's Proposal

By petition dated April 27, 2006, pursuant to Connecticut General Statutes, Section 13b-272, 13b-343 and 4-177 through 182 and assigned Docket No. 0606-R-50-R, the Town of Redding (petitioner), proposes to relocate a railroad crossing, modernize the railroad flashing lights, install vehicular gates, modify the crossing surface and reconstruct the roadway approaches on the Danbury Branch of the Metro-North Commuter Railroad Company on North Main Street, Redding, Connecticut.

B. Hearing Held

Pursuant to Connecticut General Statutes Section 13b-343, a public hearing on this petition was held at the administrative offices of the Department of Transportation, in Newington, Connecticut on August 3, 2006.

Notice of the petition and hearing to be held thereon was given to the petitioner and to such other parties as deemed necessary by the department. Legal notice to the public was given by publication in the Danbury News Times, a newspaper having circulation in the area of concern.

The hearing on this matter was conducted by a hearing officer, designated by the Commissioner of Transportation, pursuant to Connecticut General Statutes Section 13b-17.

C. Appearances

Ms. Natalie Ketcham, First Selectman of the Town of Redding, appeared on behalf of the petitioner. Ms. Ketcham's office is located at the Town Office Building, 100 Hill Road, Box 1028, Redding, Connecticut 06875-1028.

Mr. Stephen Curley, Rail Officer II, appeared on behalf of the Bureau of Public Transportation, Regulatory & Compliance Unit. Mr. Curley's address is 50 Union Avenue, 3rd Floor West, New Haven, Connecticut 06519.

II. FINDINGS OF FACT

1. The subject crossing is on the Danbury Branch of the Metro-North Commuter Railroad Company on North Main Street, Redding, Connecticut. The Town of Redding wishes to relocate and upgrade the railroad crossing as part of a project which is a combination of residential, retail and recreational uses by the Georgetown Land Development Company.

2. The existing warning devices at the current railroad crossing are railroad flashing lights, signing and pavement markings. The proposal seeks to improve crossing safety by relocating the

crossing and modernizing railroad flashing lights, installing vehicular gates, modifying the crossing surface and reconstructing the roadway approaches.

3. The subject rail line operates 20 trains a day over the crossing with speeds up to 50 mph.
4. There are approximately 950 motor vehicle movements over the railroad crossing on a daily basis.
5. Metro-North Commuter Railroad will construct the proposed crossing relocation and device improvements and will assume responsibility for the continuous maintenance of the improvements.
6. The anticipated completion date of the proposed improvements is the year 2007.
7. The Regulatory and Compliance Unit, after receiving the plans and conducting a review, is in favor of the proposal with specific conditions.
8. Plans for the placement of devices were submitted at the hearing as petitioner's exhibits 1, 2 and 3.
9. The Town of Redding and the Town of Wilton are in full support of the proposed crossing improvements.
10. The improvements will enhance the safety of the public at the crossing.

III. CONCLUSIONS OF LAW

The petitioner's request is to provide for improvement to the aforementioned crossing in accordance with Connecticut General Statutes Sections 13b-272 and 13b-343.

The relocation and upgrade proposal to modern active warning devices, that will be installed, and maintained by Metro North Commuter Railroad, has the support of Towns of Redding and Wilton and the Department's Regulatory and Compliance Unit. The Regulatory & Compliance Unit has requested several conditions to their support, as follows:

1. The railroad/highway at-grade crossing number 500583U at North Main Street in Redding will be relocated 579 feet north of its current position at mile post 12.01, as shown in exhibit 1. The installation of railroad flashing lights, railroad vehicular gates, related track circuitry, pavement markings, signing, rubber crossing surface and all other warning devices associated with the relocated railroad/highway at-grade crossing be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices and operated within the Department's Rail Regulatory and Compliance Unit.

2. The installation of railroad flashing lights including cantilever lights, vehicular gates and related track circuitry and rubber crossing surface will be preformed by Metro-North Commuter Railroad by way of a railroad force account agreement with the Georgetown Land Development Company. Pavement markings and railroad signs will be installed by the Georgetown Land Development Company.

3. The Town of Redding shall deed land to the State of Connecticut, at no cost, to place and maintain railroad vehicular gates at the southwest quadrant of the relocated railroad crossing, prior to the issuance of an encroachment permit.

4. The removal of the existing railroad/highway at-grade crossing is in compliance with the guidelines issued by the Department's Rail Regulatory and Compliance Unit. As part of the removal, a jersey barrier will be installed in the crossing and rubber crossing surface, railroad flashing lights and other related appurtenances will be removed as shown on exhibit 2. The work is to be preformed by Metro-North Commuter Railroad by way of a railroad force account agreement with Georgetown Land Development Company. The installation of signing designating the closing of the railroad crossing will be installed by the Georgetown Land Development Company. The existing crossing will not be taken out of service until the relocated crossing is operational and approved by the Department's Rail Regulatory and Compliance Unit.

5. Fencing is to be installed and maintained by the Georgetown Land Development Company between the property owned by the Georgetown Land Development Company and the Metro-North Commuter Railroad right-of-way as shown on exhibit 3. Any flagging protection services provided by Metro-North Commuter Railroad needed during the installation of the fencing will be reimbursed by the railroad forced account agreement.

6. Vegetation and rock outcrop within the Georgetown Land Development Company and Metro North Commuter Railroad right-of-way be removed by the Georgetown Land Development Company in order to increase sight distance at the relocated railroad crossing. Any flagging protection services provided by the Metro-North Commuter Railroad during the trimming of vegetation or removal of rock outcrop will be reimbursed by the railroad force account agreement.

7. The Department of Transportation shall be reimbursed for all costs incurred with the redesign and addendum/construction change order of State Project No. 302-0007, the Danbury Branch Centralized Traffic Control Project associated with the relocation of the railroad/highway at-grade crossing and construction of the railroad platform station.

8. The Georgetown Land Development Company is required to perform a queue study of North Main Street at its intersection with Route 7 six months after the full occupancy date, the year 2008, is reached to determine if queuing of westbound traffic reaches the relocated railroad

crossing. If the queue study determines there is a problem, the Georgetown Land Development Company will be responsible to revise a proposed traffic control signal at Route 7 and North Main Street to provide force-off detection on the westbound approach on North Main Street.

9. Proposed construction will be governed by the provisions of the Department of Transportation's Standards Specifications for Road, Bridges and Incidental Construction and in accordance with the Standards and Specifications of the Association of American Railroads and American Railway Engineering Association.

The evidence of record is clear that a grant of the proposal will enhance the public safety at this crossing and that approval of the proposal is in order.

IV. ORDER

Based on the evidence of record and pursuant to Connecticut General Statutes Sections 13b-272, 13b-343 and 4-177 through 182, the following safety measures and orders shall be undertaken:

- ✓ 1. The railroad/highway at-grade crossing number 500583U at North Main Street in Redding will be relocated 579 feet north of its current position at mile post 12.01, as shown in exhibit 1. The installation of railroad flashing lights, railroad vehicular gates, related track circuitry, pavement markings, signing, rubber crossing surface and all other warning devices associated with the relocated railroad/highway at-grade crossing be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices and operated within the Department's Rail Regulatory and Compliance Unit.
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3. The Town of Redding shall deed land to the State of Connecticut, at no cost, to place and maintain railroad vehicular gates at the southwest quadrant of the relocated railroad crossing, prior to the issuance of an encroachment permit.
- ✓ 4. The removal of the existing railroad/highway at-grade crossing is in compliance with the guidelines issued by the Department's Rail Regulatory and Compliance Unit. As part of the removal, a jersey barrier will be installed in the crossing and rubber crossing surface, railroad flashing lights and other related appurtenances will be removed as shown on exhibit 2. The work is to be preformed by Metro-North Commuter Railroad by way of a railroad force account agreement with Georgetown Land Development Company. The installation of signing designating the closing of the railroad crossing will be installed by the Georgetown Land Development Company. The

existing crossing will not be taken out of service until the relocated crossing is operational and approved by the Department's Rail Regulatory and Compliance Unit.

5. Fencing is to be installed and maintained by the Georgetown Land Development Company between the property owned by the Georgetown Land Development Company and the Metro-North Commuter Railroad right-of-way, as shown on exhibit 3. Any flagging protection services provided by Metro-North Commuter Railroad needed during the installation of the fencing will be reimbursed by the railroad forced account agreement.

6. Vegetation and rock outcrop within the Georgetown Land Development Company and Metro North Commuter Railroad right-of-way be removed by the Georgetown Land Development Company in order to increase sight distance at the relocated railroad crossing. Any flagging protection services provided by the Metro-North Commuter Railroad during the trimming of vegetation or removal of rock outcrop will be reimbursed by the railroad force account agreement.

7. The Department of Transportation shall be reimbursed for all costs incurred with the redesign and addendum/construction change order of State Project No. 302-0007, the Danbury Branch Centralized Traffic Control Project associated with the relocation of the railroad/highway at-grade crossing and construction of the railroad platform station.

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Dated at Newington, Connecticut, on this 7th day of August, 2006.

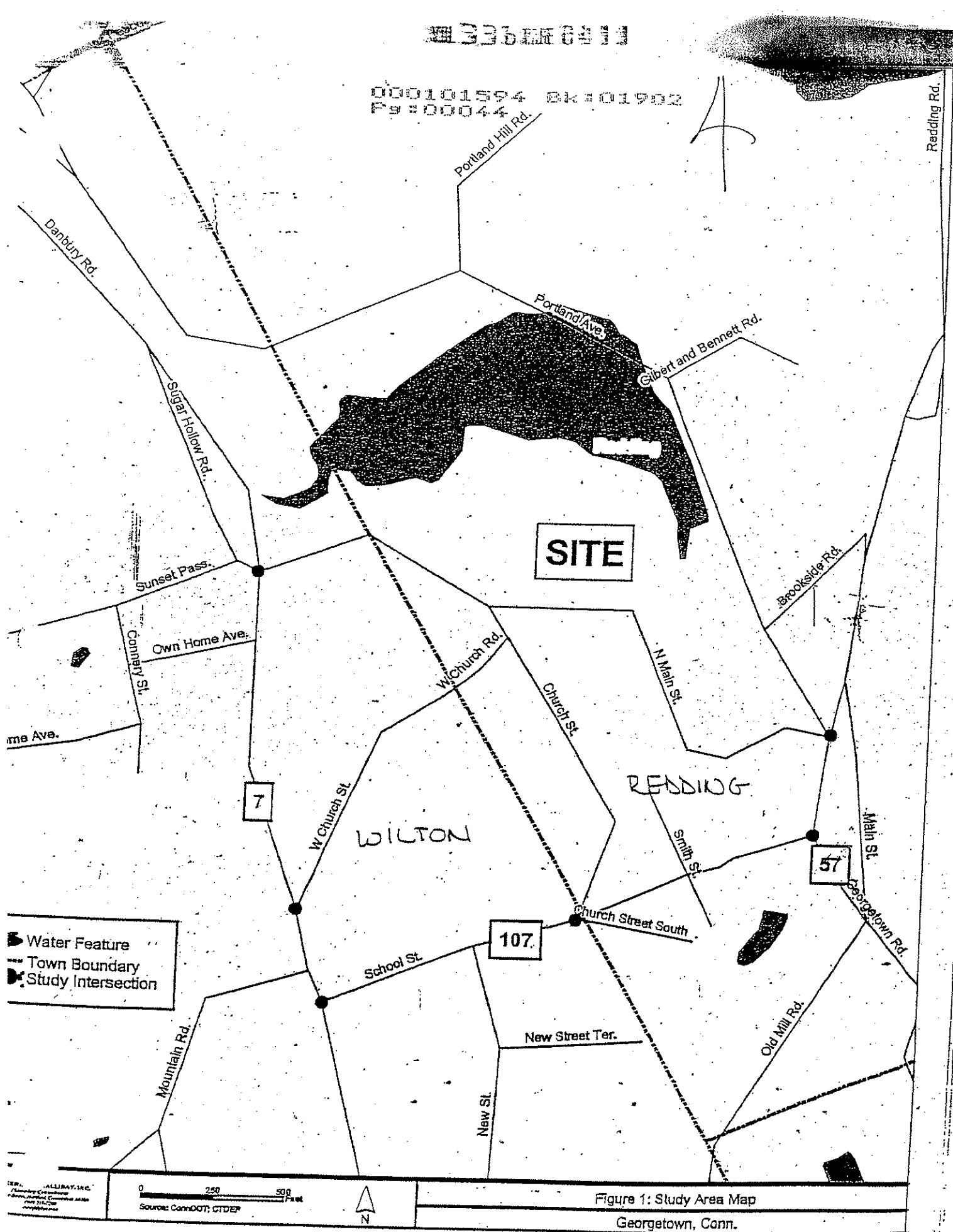
CONNECTICUT DEPARTMENT OF TRANSPORTATION

Judith Almeida, Esq.
Judith Almeida, Esq.

Staff Attorney III
Administrative Law Unit
Bureau of Finance and Administration

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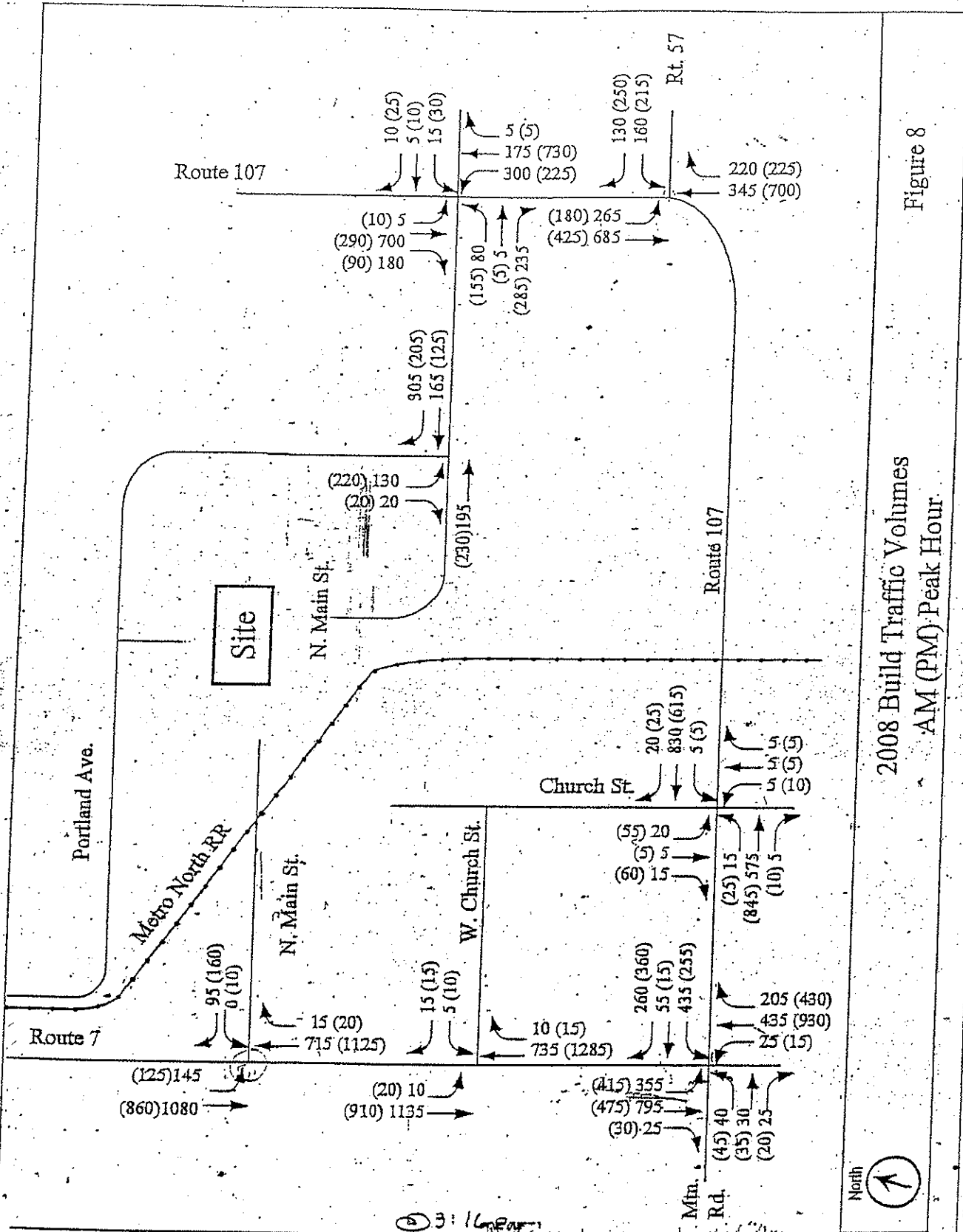


DEVELOPED BY: JALIBAY, INC.
Planning Commission
Farmington, Connecticut 06030
July 2008

0 250 500 Feet
Source: CONDOT, CTDEP



Figure 1: Study Area Map
Georgetown, Conn.



RECEIVED FOR RECORD
this 5th day of OCTOBER, 2006

ATTEST: Kathleen Misener
REDDING TOWN CLERK

RECEIVED FOR RECORD 10/12/2006
AT 09:13:55AM
ATTEST: Bettie Joan Raspanetti

TOWN CLERK



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone 203-789-7190

September 15, 2005

Mr. Stephen M. Soler
Georgetown Land Development Company
P.O. Box 36
One North Main Street
Georgetown, CT 06829-0036

Dear Mr. Soler:

This is to confirm the determinations expressed at our meeting of August 3, 2005 concerning the Georgetown Land Development Company (GLDC) proposed construction of a new rail station at Georgetown and the relocation and upgrade of the North Main Street grade crossing.

The Department of Transportation (Department) supports the GLDC construction of a new rail commuter station platform, supported by a 200-300 car parking area and related facilities to provide a fully functional rail station on the Danbury Branch. The Department, with Metro-North Railroad, will work with your group to ensure that the necessary standards are designed and met, and will assist a collaborative and open process before the public and others to help obtain the necessary approvals to progress the project, including potential grade crossing relocation.

When the rail station construction is completed and based upon ridership projections, the Department would intend to provide full commuter rail service at the Georgetown Station in addition to current stations served. Subsequent service adjustments may be made based upon demonstrated ridership volumes at the Georgetown Station.

Please feel free to contact me at the above telephone number should you have any questions or require further clarification. Thank you for your support of public transportation and transit oriented development.

Very truly yours,

Peter A. Richter, Jr.
Acting Assistant Rail Administrator
Bureau of Public Transportation

cc: Mr. George Walker, Metro-North Railroad
Mr. Howard Permut, Metro-North Railroad
Ms. Susan VanBenschoten, Fitzgerald & Halliday, Inc



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
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Acting Assistant Rail Administrator
Bureau of Public Transportation

cc: Mr. George Walker, Metro-North Railroad
Mr. Howard Permut, Metro-North Railroad
Ms. Susan VanBenschoten, Fitzgerald & Halliday, Inc

GEORGETOWN

LAND DEVELOPMENT COMPANY

June 15, 2005

Commissioner Korta
Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546
Newington, CT 06131-7456

RE: Construction of new rail station on Danbury Branch Line, Georgetown, CT.
and the relocation and upgrade of North Main Street grade crossing

Dear Commissioner Korta;

The Georgetown Land Development Company (GLDC), LLC is currently planning a mixed-use transit oriented development (TOD) on the site of the former Gilbert and Bennett Wire Mill in Georgetown, CT. Components of the development plan have been finalized as part of the local master plan, which was approved on September 8, 2004, recently modified, and then reapproved on June 8, 2005. The plan calls for the following:

- 416 units of housing comprised of single-family homes, townhouses, loft units for sale, subsidized senior citizen apartments, affordable artist loft apartments and market rate apartments
- 350,000 +/- square feet of retail, office, and light industrial space including a recreation center with a state of the art 50 meter pool
- A regional performing arts center and hotel
- A new train station with a +/- 600 space parking garage

Last summer, June 30, 2004, representatives from ConnDOT rail operations (Mr. Ray Cox and Mr. Mark Neri), as well as then Deputy Commissioner Jim Adams, met with us to discuss and outline the steps necessary to incorporate the train station and a relocated grade crossing as part of our development plans.

This letter is being submitted as a formal expression of interest to the Department to work together to move forward with the arrangements to construct a commuter rail station and parking garage on the site and to receive commuter rail service. It is our intent to fully fund the design, construction, and maintenance of the station and parking garage as appropriate based on agreements between GLDC and the Department and the rail operator. This letter is also an expression of interest to move forward with the relocation and upgrade of the existing Danbury Branch Line grade crossing of North Main Street to a location slightly north of its existing location.

Train Station

The construction of a train station, with commuter rail service, is integral and critical to the success of this Transit-Oriented development. The GLDC has developed a conceptual plan for the station and platform location as shown in the attached plan. The station and platform would be located at approximately mile marker 11.79 on the Danbury Branch commuter line.

We are requesting an evaluation of this concept with respect to engineering and operational feasibility as well as your design criteria so that station and platform design can be initiated by the project team.

Grade Crossing Relocation

Also as part of this development, it is desirable to relocate the existing North Main Street grade crossing, located at mile marker 12.01 to a location slightly north (to approximately mile marker 12.15) also as shown in the attached plan. The purpose of this relocation and upgrade is to:

- Relocate North Main Street traffic away from the residential section of Church Street and North Main Street and provide a second access point for the proposed development,
- Align North Main Street with the on-site roadway network in a more desirable location for on-site flow, and
- Provide a safer grade crossing than currently exists to respond to the increase in traffic on North Main Street (using the crossing) anticipated as part of this project.

I look forward to hearing from you or a Department representative regarding your investigation and conclusions related to these requests and would like to continue meeting with Department representatives to forward these plans. Please feel free to contact me at (203) 544-8323 if you have any questions or if you would like to discuss this request.

Very truly yours,
Georgetown Land Development Company, LLC



Stephen M Soler
President

CC (with attachment):

Jim Boice
Carmine Trotta
Mark Neri
Peter Richter

CC (w/o attachment):

Susan VanBenschoten, FHI
Mark Javello, GLDC



Town of Redding

REDDING, CONNECTICUT 06875

April 27, 2006

Mr. Stephen E. Korta II, Commissioner
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, Connecticut 06131-7546

Re: STC # 116 - 0508 -01; Georgetown Land Development


Dear Commissioner Korta:

On September 30, 2005, I sent a letter to Ms. Robbin Cabelus, Executive Director of the State Traffic Commission (STC), expressing the Town of Redding's support for this application and specifically requesting the relocation of the grade crossing; as required to be submitted by the municipality in State Statute Section 13b-272. My September 30, 2005 letter referred to the State Statute and included extensive documentation and engineering concepts of the proposed grade crossing relocation and justification for the relocation as required by the Statute. This letter was sent to the STC because Ms. Cabelus indicated to GLDC that all correspondence with the Department related to this application be channeled through the STC given that the application was active as of early September 2005.) On October 17, 2005 Ms. Cabelus acknowledged receipt of my request.

On December 20, 2005, the developer of the site, the Georgetown Land Development Company (GLDC), received extensive comments from the STC on the application including comments on materials submitted as part of my request. GLDC responded to all comments on March 20, 2006. On April 20, 2006, GLDC was informed by Ms. Cabelus that I need to formally request the rail crossing relocation and that a public hearing be called by the Department. It has always been my understanding that my request letter of September 30, 2005 served as that formal request and that action on this request was being handled through the STC process as requested by Ms. Cabelus. If not, let this letter serve as my formal request for the rail crossing relocation and to call for a public hearing for the rail element of the application as defined in STC Permit # 116-0508-01. I further ask that any necessary Department actions on this request be expedited to support the advancement of this very important economic development project in the Town of Redding.

If you have any questions with respect to this request, please let me know. I have attached, for your convenience, copies of the correspondence between the Town of Redding and the STC on this matter. I look forward to a timely response.

Very truly yours,


Natalie T. Ketcham, First Selectman
Town of Redding

cc: Stephen Soler, Georgetown Land Development Company, LLC
Ms. Robin Cabelus, Executive Director State Traffic Commission
Mr. James Boice, Bureau Chief Policy and Planning and Acting Bureau Chief
Public Transportation
Mr. Eugene Colonese, Rail Administrator
Mr. Peter Richter, Assistant Rail Administrator
Susan VanBenschoten, FHI



STATE OF CONNECTICUT

STATE TRAFFIC COMMISSION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 517546
NEWINGTON, CT 06131-7546

Phone: (860) 594-3020

MEMBERS

Commissioner of Transportation
Commissioner of Public Safety
Commissioner of Motor Vehicles

October 17, 2005

Ms. Natalie Ketcham
First Selectman
Town of Redding
100 Hill Road
P.O. Box 1028
Redding, CT 06375

STC# 115-0508-01

Dear Ms. Ketcham:

Subject: Town of Redding
Gilbert and Bennett Wire Mill
Mixed Use Development
Certificate Application

This is to confirm receipt of your letter dated September 30, 2005.

The letter, which expresses the Town's support for the new/relocated at-grade railroad crossing on North Main Street, will be forwarded to the Division of Traffic Engineering and Office of Rail for consideration in the certificate application review process.

Please note that the proposed realignment may have an impact on the Town of Wilton and, as such, their input will be solicited during the review process.

Very truly yours,

Robbin L. Cabelus

Robbin L. Cabelus
Executive Director

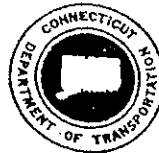
cc: Ms. Susan VanBenschoten
Chief Edward Kulhawik



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone:



(860) 594-2770

January 17, 2008

Mr. Dale Spencer, P.E.
Senior Transportation Engineer
Earth Tech
655 Winding Brook Drive
Suite 402
Glastonbury, CT 06033-4337

Dear Mr. Spencer:

Subject: Towns of Redding and Wilton
Traffic Signal Designs
Georgetown Development

The Division of Traffic Engineering has reviewed the submittal for the traffic signal designs and revisions and found the plans generally acceptable for field implementation upon the submittal of stamped prints by a CT Registered Professional Engineer, mylars, a disk with a copy of the plans in Microstation Format, and a valid encroachment permit. Enclosed are comments and marked up plans that should be addressed with the next submittal.

An encroachment permit will be required from the District 3 Office, located at 140 Pond Lily, New Haven, CT 06515, (203) 389-3020, prior to performing any work within the State highway right-of-way. An encroachment permit will not be issued until a certificate has been obtained from the State Traffic Commission.

Please contact Mrs. Gina Greenalch, of this office at (860) 594-2732 should you have any questions regarding this matter. Electrical questions should be addressed to Mr. Paul Ferrante at (860) 594-2583.

Very truly yours,

Barbara B. Ricozzi, P.E.
Principal Engineer
Bureau of Engineering and
Highway Operations

Enclosure

Rail Crossing



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone:

(860) 594-2875



DOCKET NO. 0606-R-50-R

RE: IN THE MATTER OF THE PETITION FROM THE TOWN OF REDDING
TO RELOCATE AND IMPROVE THE SAFETY OF A RAILROAD/HIGHWAY AT
GRADE CROSSING ON THE DANBURY BRANCH OF THE METRO-NORTH
COMUTER RAILROAD COMPANY ON NORTH MAIN STREET REDDING,
CONNECTICUT.

FINAL DECISION

August 7, 2006

I. INTRODUCTION

A. Petitioner's Proposal

By petition dated April 27, 2006, pursuant to Connecticut General Statutes, Section 13b-272, 13b-343 and 4-177 through 182 and assigned Docket No. 0606-R-50-R, the Town of Redding (petitioner), proposes to relocate a railroad crossing, modernize the railroad flashing lights, install vehicular gates, modify the crossing surface and reconstruct the roadway approaches on the Danbury Branch of the Metro-North Commuter Railroad Company on North Main Street, Redding, Connecticut.

B. Hearing Held

Pursuant to Connecticut General Statutes Section 13b-343, a public hearing on this petition was held at the administrative offices of the Department of Transportation, in Newington, Connecticut on August 3, 2006.

Notice of the petition and hearing to be held thereon was given to the petitioner and to such other parties as deemed necessary by the department. Legal notice to the public was given by publication in the Danbury News Times, a newspaper having circulation in the area of concern.

The hearing on this matter was conducted by a hearing officer, designated by the Commissioner of Transportation, pursuant to Connecticut General Statutes Section 13b-17.

C. Appearances

Ms. Natalie Ketcham, First Selectman of the Town of Redding, appeared on behalf of the petitioner. Ms. Ketcham's office is located at the Town Office Building, 100 Hill Road, Box 1028, Redding, Connecticut 06875-1028.

Mr. Stephen Curley, Rail Officer II, appeared on behalf of the Bureau of Public Transportation, Regulatory & Compliance Unit. Mr. Curley's address is 50 Union Avenue, 3rd Floor West, New Haven, Connecticut 06519.

II. FINDINGS OF FACT

1. The subject crossing is on the Danbury Branch of the Metro-North Commuter Railroad Company on North Main Street, Redding, Connecticut. The Town of Redding wishes to relocate and upgrade the railroad crossing as part of a project which is a combination of residential, retail and recreational uses by the Georgetown Land Development Company.

2. The existing warning devices at the current railroad crossing are railroad flashing lights, signing and pavement markings. The proposal seeks to improve crossing safety by relocating the

crossing and modernizing railroad flashing lights, installing vehicular gates, modifying the crossing surface and reconstructing the roadway approaches.

3. The subject rail line operates 20 trains a day over the crossing with speeds up to 50 mph.

4. There are approximately 950 motor vehicle movements over the railroad crossing on a daily basis.

5. Metro-North Commuter Railroad will construct the proposed crossing relocation and device improvements and will assume responsibility for the continuous maintenance of the improvements.

6. The anticipated completion date of the proposed improvements is the year 2007.

7. The Regulatory and Compliance Unit, after receiving the plans and conducting a review, is in favor of the proposal with specific conditions.

8. Plans for the placement of devices were submitted at the hearing as petitioner's exhibits 1, 2 and 3.

9. The Town of Redding and the Town of Wilton are in full support of the proposed crossing improvements.

10. The improvements will enhance the safety of the public at the crossing.

III. CONCLUSIONS OF LAW

The petitioner's request is to provide for improvement to the aforementioned crossing in accordance with Connecticut General Statutes Sections 13b-272 and 13b-343.

The relocation and upgrade proposal to modern active warning devices, that will be installed, and maintained by Metro North Commuter Railroad, has the support of Towns of Redding and Wilton and the Department's Regulatory and Compliance Unit. The Regulatory & Compliance Unit has requested several conditions to their support, as follows:

1. The railroad/highway at-grade crossing number 500583U at North Main Street in Redding will be relocated 579 feet north of its current position at mile post 12.01, as shown in exhibit 1. The installation of railroad flashing lights, railroad vehicular gates, related track circuitry, pavement markings, signing, rubber crossing surface and all other warning devices associated with the relocated railroad/highway at-grade crossing be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices and operated within the Department's Rail Regulatory and Compliance Unit.

2. The installation of railroad flashing lights including cantilever lights, vehicular gates and related track circuitry and rubber crossing surface will be performed by Metro-North Commuter Railroad by way of a railroad force account agreement with the Georgetown Land Development Company. Pavement markings and railroad signs will be installed by the Georgetown Land Development Company.
3. The Town of Redding shall deed land to the State of Connecticut, at no cost, to place and maintain railroad vehicular gates at the southwest quadrant of the relocated railroad crossing, prior to the issuance of an encroachment permit.
4. The removal of the existing railroad/highway at-grade crossing is in compliance with the guidelines issued by the Department's Rail Regulatory and Compliance Unit. As part of the removal, a jersey barrier will be installed in the crossing and rubber crossing surface, railroad flashing lights and other related appurtenances will be removed as shown on exhibit 2. The work is to be performed by Metro-North Commuter Railroad by way of a railroad force account agreement with Georgetown Land Development Company. The installation of signing designating the closing of the railroad crossing will be installed by the Georgetown Land Development Company. The existing crossing will not be taken out of service until the relocated crossing is operational and approved by the Department's Rail Regulatory and Compliance Unit.
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9. Proposed construction will be governed by the provisions of the Department of Transportation's Standards Specifications for Road, Bridges and Incidental Construction and in accordance with the Standards and Specifications of the Association of American Railroads and American Railway Engineering Association.

The evidence of record is clear that a grant of the proposal will enhance the public safety at this crossing and that approval of the proposal is in order.

IV. ORDER

Based on the evidence of record and pursuant to Connecticut General Statutes Sections 13b-272, 13b-343 and 4-177 through 182, the following safety measures and orders shall be undertaken:

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9. Proposed construction will be governed by the provisions of the Department of Transportation's Standards Specifications for Road, Bridges and Incidental Construction and in accordance with the Standards and Specifications of the Association of American Railroads and American Railway Engineering Association.

Dated at Newington, Connecticut, on this 7th day of August, 2006.

CONNECTICUT DEPARTMENT OF TRANSPORTATION


Judith Almeida, Esq.

Staff Attorney III
Administrative Law Unit
Bureau of Finance and Administration

Docket No. 0606-R-50-R

Page 5